

# **Early Seattle Neighborhood Buildings**

## **Historic Resource Survey**

### **Context Statement**

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### **Introduction**

The context statement provides an overview and rationale for the survey, and presents a history of pre-1905 Euro-American settlement and residential development of Seattle. This is followed by a summary, of early house types and styles in Seattle, and a discussion of possible alterations to houses after 1905. Following the context statement are four appendices: I) Methodology used to conduct early building survey and criteria for selecting buildings; II) List of previous citywide and neighborhood building surveys and books and theses listing early buildings; III) Annotated list of available sources for initial research to identify buildings for windshield survey; and IV) List of sources for in-depth research on selected buildings. A bibliography of the sources used for the context statement follows the appendices.

### **Overview**

The early neighborhood historic resources survey will identify significant buildings in residential neighborhoods of Seattle constructed no later than 1905. The priority is to survey residential buildings, although some buildings located in small commercial areas, and “stand alone” retail buildings might be included.

Due to budget constraints, a portion of Seattle was not surveyed. This area lies east of Lake Union and a line established by Fairview Avenue from Lake Washington Ship Canal to South

Atlantic Street. A portion of this area included business and commercial districts and, in 1995, the Central District was surveyed.

Limiting the survey to buildings constructed no later than 1905 is appropriate because it marks a period of many transitions in Seattle. In 1905, the city was in the midst of a decade of tremendous growth, evolving from the largest town on Puget Sound to the dominant city in the Pacific Northwest. The decade would culminate in the 1909 Alaska-Yukon-Pacific Exposition, the city's national coming out party. Between 1906 and 1910, Seattle annexed nearby suburbs, doubling its land area and, except for some minor adjustments, the expanded city limits did not change for over 40 years.

The city's transportation system was going through major changes. From 1900 to 1903, a single company purchased the city's dozen independent streetcar lines and in 1905 was still upgrading and extending them. Until just before World War II, most of the city's workers would commute to work using this mode of transportation.

Tremendous changes were about to occur both inside and alongside of Seattle's residences. In 1905, Seattle City Light started supplying electricity to Seattle's homes, priced at rates most homeowners could afford, and light bulbs started replacing kerosene lamps. Central forced air furnaces started to replace kitchen and living room wood or coal burning stoves as the main heating system for houses. At that time, most homeowners still used outdoor privies, but the city was extending its sewer lines, and new houses featured sanitary water closets and built-in bathtubs that replaced portable steel washtubs. In its neighborhoods, the city started, to grade and pave streets, lay sidewalks, install streetlights, and establish a citywide water system.

Architecture styles were also changing. By 1905, after two decades, the popularity of the Queen Anne, and other Victorian house styles, had ended. At the turn of the century, two-story foursquare house types were under construction and, by about 1905, its Classic Box version became the city's most popular style. Colonial Revival along with other revival styles and Seattle's first bungalows were built during the first years of the century. Popular styles would soon change again.

By the 20<sup>th</sup> Century's second decade, the inexpensive one to one-and-a-half story Craftsman Bungalow sold more than any other style.

Establishing a date earlier than 1905 for the early building survey would likely result in an extremely limited number of intact residential buildings. Because of the available sources to document the residences, 1900 would be the next option. In that year, about 11,000 residences existed within Seattle's city limits concentrated mainly in an area that stretched north from Yesler Way to Mercer Street and east from 1<sup>st</sup> Avenue to Broadway. Nearly all of these homes were replaced by commercial districts and apartment houses and no longer exist. From 1892 to 1899, few houses were built, and most of the houses still existing from before that time are substantially altered. From 1900 through 1905, about 13,500 frame residences were constructed within Seattle's 1905 city limits. Limiting the survey to early buildings in residential neighborhoods constructed no later than 1905 would provide a better opportunity to compile an inventory of up to 100 significant early buildings.

The year 1905 is also good choice because of the number of contemporary sources available from that time that will assist in documenting the age and location of structures. The sources include *Baist Seattle Real Estate Atlas* (1905), *Seattle Sanborn Fire Insurance Atlas* (1904-1905), King County Assessment Rolls (1905), and City of Seattle building permits (post 1895).

## **Residential Development in Seattle 1880-1905**

### **Seattle Beginnings (1850s to 1880)**

In September 1851 two groups of Euro-Americans arrived within the future city limits of Seattle. They immediately started building log cabins along the Duwamish River and at Alki Point. The settlers' cabins were dwarfed by 40 to 50 cedar longhouses distributed among 10 to 12 Native American villages located within the future Seattle. Most of the longhouses measured from about 48 x 96 feet to 60 x 120 feet. A few months later some of the Alki settlers moved across Elliott Bay and

settled in Seattle's future downtown. More immigrants soon followed and by the summer of 1855 about two dozen homesteaders had built log cabins near the banks of the Duwamish River and the shorelines of Elliott Bay, Smith Cove, and Salmon Bay. In March 1853, Puget Sound's first steam sawmill started operating at the foot of what would become Yesler Way and residences and commercial buildings, constructed with its sawed lumber, grew around the mill. In the Fall and Winter of 1855-1856, Indians attacked the recent arrivals and burned down and destroyed nearly all of the King County log cabins outside of the village of Seattle (future site of Pioneer Square).

For the next quarter century, Seattle slowly grows. The oldest surviving structure in Seattle exists from this period. In 1858 or 1859 David Maynard constructed a house at Alki Point, and a portion of this structure is still standing. By 1872, with 1300 to 1500 residents, local promoters boasted that Seattle was the largest town on Puget Sound and were confident the Northern Pacific Railroad Company would soon announce Seattle as their transcontinental railroad terminus. The following year, the Northern Pacific picked Tacoma, but Seattle continued to grow. From 1872 to 1876, city boosters claimed that the number of residential and commercial buildings jumped from 575 to 1,013, most located within a few blocks of Elliott Bay between Jackson and Pike streets.

While Tacoma was waiting for the Northern Pacific transcontinental railroad to arrive (which occurred in 1883), Seattle was solidifying itself as the hub of Puget Sound. In 1876, the town headquartered more steamboats to transport goods and passengers than the total number of vessels in all of the other Puget Sound ports combined. In 1877 and 1878, a railroad line was completed from Seattle to the coal fields of Renton and Newcastle. Coal miners, loggers, and lumbermen used Seattle as a temporary residence between jobs and as a destination for weekend entertainment. In 1880, Seattle had 35 saloons to supply their needs.

## Booming 1880s

In 1880, the residential area of Seattle was concentrated in a three-quarter mile strip back from Elliott Bay that stretched north from the business district (Pioneer Square) to Pike Street and north of Denny Hill at Belltown, Seattle's first suburb. There were also a few scattered residences

east of the main residential area to Lake Washington and north to the base, of Queen Anne Hill and to the south end of Lake Union. Numerous farms were located in the fertile Duwamish lowlands.

Transportation to Seattle and throughout the city improved enormously during the 1880s, which caused an explosion of population. In 1880, after nearly 30 years of slow and somewhat unsteady growth, the city's population reached 3,533. In 1881, it became apparent that the Northern Pacific Railroad would extend its tracks to Seattle after all, and the city boomed. In the first three years of the decade (1880-1883) the city's population increased by 3,000. Developers and speculators came to the city anticipating even better times ahead. During the first 28 years of the city's existence (1853-1881), developers filed about 61 land subdivisions near town. In the following two boom years, land developers laid out 67 new subdivisions and Seattle extended its city corporate limits to the north and south, nearly doubling Seattle's land area. At Boren Avenue and Pike Street, the Ward residence (1882) was constructed. Prior to 1985, the City of Seattle landmarked this building, the city's second oldest known building, and in 1985 it was moved to East Denny Way.

The coming of the Northern Pacific transcontinental railroad sparked this growth boom. The 1883 arrival of steam locomotives to Tacoma (they reached Seattle the following year) made it much easier for immigrants from the east to move to Puget Sound. The Northern Pacific Railroad Company heavily promoted the Pacific Northwest to potential settlers throughout America and Europe. The railroad also opened up dozens of markets for Western Washington's lumber, coal, hops, and other raw materials and workers across the continent moved to Seattle to satisfy the increased demand. One Eastern journalist, who visited Seattle in 1883, gives the following description of this fast growing city:

"Its site is well chosen, the town occupying a crescent hill-side, with a level shore giving room for wharves. It is a pity to spoil this imposing effect by closer inspection...

[E]verything at Seattle is in a scattered, half-baked condition. The town has grown too fast to look well or healthy. Everybody has been in so great haste to get there and get a roof over his head that he has not minded much how it looked, or pulled many of the stumps out

of his door-yard. Exceptions to this ragged, flimsy aspect show what possibility the future holds of making pleasant homes there; and I have no doubt that when the frontier spirit shall have ripened into a better tone, Seattle will become a beautiful city, rising like a well-filled amphitheatre [sic] ..." ("From the Fraser to the Columbia" *Harper's New Monthly Magazine*, May 1884 p. 870)

Even an 1890 Seattle promotional booklet described nearly all of the city's residences as affording "comfort rather than grandeur." (*Seattle Illustrated*, p. 13)

In the fall of 1883, just as the first new settlers flocked to Puget Sound by the trainload, the nation entered a depression that lasted nearly three years. Still the settlers came. During the next two years, Seattle's population increased by another 3,000 to 9,687.

By 1884, although transcontinental travel to Seattle had greatly improved, travel within the growing city got more difficult. Because of their expense, the middle and working classes in Seattle owned few horses. The main modes of transportation were boats, walking, and sometimes hiring an expensive horse drawn hack. As the city grew, it became time consuming for residents living at the town's outskirts to commute over rough terrain to work and shop downtown. In an attempt to solve the transportation problem, on September 23, 1884, a streetcar line started operating along Front Street (1<sup>st</sup> Avenue) from Mill Street (Yesler Way) north to Pike Street. By the following year, the end of the line extended to Mercer Street and expensive residences built in the Queen Anne style started to appear there. Residents started calling the community Queen Anne Town and later the hill immediately to the north Queen Anne. By early 1886, the horse drawn streetcars were running to the south end of Lake Union, opening this area up for residential development. In the mid-1880s, Seattle's wealthiest residents started to build Queen Anne mansions just east of downtown Seattle on First Hill.

By the summer of 1886, employment started to pick up and immigrants swarmed into the city. During this decade, the city's population increased at faster and faster rates, greatly increasing the demand for housing. From mid-1880 to mid-1883, Seattle increased by about 85 people per

month, from 1883 to 1885, by 125 per month, and from 1885 to 1888, new shelter had to be provided for an average of 250 new residents per month.

### Seattle's Streetcar Suburbs Pop-up (1888-1892)

By May 1888, the city rapidly expanded to 19,116 (an increase of five-and-a-half times in eight years), but the greatest growth was yet to come. In July 1887, the Northern Pacific completed their line across the Cascade Mountains at Stampede Pass and provided Seattle with much better connections to the East. The Northern Pacific stepped up their promotion of the Puget Sound region and every day trainloads of new residents arrived. Many chose Seattle, but found it difficult to purchase a home.

Seattle, surrounded by hills, was quickly running out of places to build new residences. A San Francisco entrepreneur and cable car owner convinced the Seattle City Council to allow him to build a cable car line, the same kind that, since 1873, had successfully climbed San Francisco hills. On September 27, 1888, they carried their first passengers eastbound over Yesler Way to Lake Washington and returned along Jackson Street. This was an immediate success as a commuter line. Within 12 months, builders constructed about 1,569 homes within about three blocks of the cable car line. This portion of the city, later called the Central Area, is Seattle's first streetcar suburb (by the time horse drawn streetcars reached lower Queen Anne and south Lake Union the area was already platted and first residences built).

By the spring of 1889, another cable car line extended to the foot of Queen Anne Hill and the horse drawn Queen Anne & Lake Union streetcar line was converted into a just invented electricity powered line. During this period, newcomers arrived in unprecedented numbers. Starting in May 1888, the city's population increased, by about one thousand people a month, until it reached 43,000 in May 1890.

To house this onslaught of immigrants, developers realized that the new streetcar technologies could open-up large areas for residential development. An 1890 Seattle Chamber of Commerce publication stated, with perhaps slight exaggeration, that along streetcar lines, "What was

farming land one year ago is now desirable residence property, and ... for several miles from the boundary lines of the city proper lands have been platted and to a great extent have passed from original owners into the hands of purchasers of single lots.” (*Seattle Illustrated*, p. 40) Within three to five miles of downtown, developers rushed to buy up acreage, surveyed and filed hundreds of subdivisions, and built electric and cable streetcar lines to them.

During 1890, street car lines were running to South Seattle, Madison Park, Fremont, Phinney Ridge’s south end, Green Lake’s east side, and Ballard. Developers even built a cable line that ran a short route around the north end of West Seattle, which made connections with a ferry that carried commuters to downtown Seattle. The following year lines were running along Rainier Avenue past Columbia City, to Broadway, First Hill, and Beacon Hill. In 1892, lines were running to Brooklyn (University District), Ravenna, Madrona Park, and Duwamish (Georgetown). In 1893, a line to Rainier Heights was completed.

From early 1888 until 1891, Seattle was a place for boomers. To get a sense of the developers and speculators frenzy, it took 34 years (1853 to 1887) for developers to create 168 subdivisions in King County (almost all in the vicinity of Seattle). In 1888, developers filed 75 plats; in 1889, 151 plats; in 1890, 201 plats; and in 1891, 70 plats; nearly 500 subdivisions in just four years. In 1891, Seattle annexed residential areas reached by the new streetcar lines, increasing the land area of the city from 13 to 30 square miles. Although the annexed area was still undeveloped, with an estimated population of only 2,500, speculators were confident that it would soon fill-up.

Adding to the frenzy, on June 6, 1889, Seattle’s downtown business and commercial district went up in flames. Banks and investors were quick to make loans to rebuild and more people flocked to Seattle in search of construction jobs.

Right after the Great Seattle Fire, the city hired a building inspector and, on July 19, 1889, he started issuing building permits. Between mid-July 1889 and the end of 1891, 4,130 building permits were issued for one-to-two story frame buildings, nearly all for single family homes.



## **Seattle - 1891**

In 1891, the residential neighborhoods of the city included: the area between Yesler Way and Madison Street, from the waterfront, up the hill to just east of Broadway, and the area from Belltown to the lower slopes of Queen Anne Hill (to Ward or Prospect Street). Residences were also located three to five blocks north and south from the Yesler and Jackson Street streetcar line, and near all of the other street car lines. After a streetcar line reached Green Lake, a small community formed on the eastside of the lake and a post office started in 1894.

The Seattle, Lake Shore & Eastern Railroad Company (SLS&E) built tracks north from downtown Seattle along Elliott Bay, Smith Cove, across Salmon Bay, and continuing east along the north side of Lake Union, then veering north along Lake Washington. By October 1887, SLS&E railroad tracks reached the north end of Lake Washington. Near many of its stations, communities developed. Following is a list of the railroad stations, along with the dates that nearby post offices started: Boulevard (aka Interbay) 1891, Ballard 1889, Ross (southwest of Fremont) 1888, Fremont 1890, the small community of Edgewater (west Wallingford) 1889, Latona (east Wallingford) 1890, Ravenna 1890, Yesler (Laurelhurst) 1890, Pontiac (Sand Point) 1890, and Lake (near future Lake City) no post office.

In 1877, the Seattle and Walla Walla Railroad constructed its line along the eastside of the Duwamish River to Renton and the following year reached the Newcastle coal mines. In 1884, the Northern Pacific took it over as a branch line from Tacoma, but it wasn't until 1887 that they started to provide regular service. A few communities formed or grew around the railroad tracks including South Seattle 1892, Duwamish (Georgetown) 1874, and Van Asselt 1892. Along the west side of the Duwamish River, the South Park post office started in 1892 and in the vicinity of Duwamish Head West Seattle's post office started in 1889. A six-and-a-half-mile electric streetcar line ran along Rainier Avenue and through the community of Columbia City (1891) and the small communities of Brighton Beach, Dunlap (1894), and Rainier Beach were soon established.

## From Bust to Boom (1892-1905)

Then the boom busted. From 1888 to 1890, real estate developers rushed to take advantage of this new streetcar technology and invested in, laid out, and promoted their streetcar lines and “ideally” located residential subdivisions. Then they waited for home seekers to come, and waited, and then waited some more. During 1891, the passenger trains carried fewer people destined for Seattle and by mid year the city’s population reached about 50,000. During the next year, those who came replaced those who were leaving.

Then the 1893 depression arrived and the city’s economy came to a complete stop. From 1892 to 1899, the yearly housing starts dropped off significantly from the boom years, a reduction of from 60 percent to more than 90 percent. During those eight years, housing starts averaged just 350 houses a year and some years numbered fewer than 150 houses. Nearly every one of the city’s dozen streetcar lines went bankrupt. Many land developers walked away from their subdivisions that covered Seattle’s landscape and King County foreclosed and auctioned their developments off for property taxes. In 1900, many subdivisions created a decade ago, were still waiting for their first residences.

By 1897, the city’s population reached about 56,000, an increase of only 6,000 in six years (about 80 a month). Then that summer, a ton of Alaska gold came steaming into Elliott Bay, which lit the fuse of another boom that would last a dozen or more years. The first reaction to the Alaska gold strike was a northern exodus from Seattle. Even the mayor of Seattle had gold fever. In 1898 and 1899, most new arrivals stayed in Seattle just long enough to get outfitted, before departing on the next ship heading north. For three years following the start of the Alaska Gold Rush, about 660 people per month were added to Seattle’s population, but not many houses were built to shelter them (during 1897, 1898, and 1899, 1,249 houses were built).

In 1900, the U.S. Census counted 80,671 people and 11,872 dwellings in Seattle. The Census defines a dwelling as almost any structure that one or more people (or families) sleep in, so this overstates the number of single family occupancy houses, but not by much. The same year the

Seattle Electric Company began purchasing all of the bankrupt or floundering streetcar lines and started to upgrade and extend them. Then another housing boom started. For the next five years, about 850 newcomers a month arrived seeking housing and by the end of 1905, about 13,500 new homes had been built for them. The boom continued at a phenomenal pace and during the second half of the decade, 16,000 new houses were built. It was during this decade that the city's population tripled.

By 1905 many (but not all) of those languishing pre-1893 depression plats started to fill up with homes, although they were far from being built out. Janet Ore in her thesis titled "Constructing the Modern Home: Domestic Architecture and Cultural Change in Seattle Neighborhoods, 1890-1940" determined that 33 to 37 percent of the houses in Fremont, Green Lake, and Ballard neighborhoods were built before 1906, even though most of the neighborhoods were platted before 1893. In Wallingford, just 14 percent of the houses exist from that period. There were also some new plats being built on. In the summer of 1904 the *Seattle Post-Intelligencer* stated "Here and there and everywhere new residences and homes are going up like magic ... The additions platted not more than 2 years ago ... where there was at that time hardly anything but vacant tracts are now found solid streets of comfortable homes." (*Seattle P-I*, Aug. 14, 1904 quote in Janet D. Ore, "Constructing the Modern Home: Domestic Architecture and Cultural Change in Seattle Neighborhoods, 1890-1940" p. 133)

## Seattle - 1905/1906

Residential areas, in 1905, included the east side of Green Lake, City of Ballard north to 65<sup>th</sup> Avenue, south of 45<sup>th</sup> Avenue between Ballard and Lake Washington, all of Queen Anne Hill east to 16<sup>th</sup> Avenue W, Capitol Hill south of Volunteer Park, between Denny Way and Massachusetts Avenue from the foot of Beacon Hill's west side to Lake Washington. Nearly all of the pre 1893 communities surrounding Seattle, continued to grow.

After 1893, just a few new communities started; along the Rainier Avenue street car line Hillman post office started in 1904 and further south Brighton Beach got large enough to start a post

office in 1901, Humphrey (aka Youngstown), in West Seattle, established a post office in 1903 and in 1905 a post office started at Alki Point. Just north of Green Lake a small community formed around Lindsley's Mineral Springs (aka Licton Springs) near Seattle.

Between 1905 and 1907, Seattle annexed eight areas increasing its size from 34 square miles to 67 square miles, which added about 20,000 residents to the city. Most of these annexations were of incorporated towns with mayors and city councils. Following are the towns Seattle annexed with their original incorporation dates: Ballard (1890), Columbia City (1892), South Park (1902), West Seattle (1902), South Seattle (ca 1905), Southeast Seattle (1906), Ravenna (ca 1907). In 1910, Seattle annexed Georgetown (1904).

In August 1906, Fred Auerbach, a Boston resident, visited Seattle to explore it for the possibilities of moving here. Following is his description of the residential areas of the city. In letters to his relatives in Boston he wrote, "[O]utside of the business section ... the city sprawls over a perfect sea of hills not just one or two, but hills in every direction, & so steep that you slide along the seats when you go up in the cable cars.... The lengthwise [north-south] streets run terrace after terrace to the tip of the range of hills from Puget Sound and then down to Lake Washington the other side of the city. I am beginning to get used to so many of the streets standing on end ..."

(Auerbach, Aug. 18, 1906)

Describing how homes are developed along street car lines, with vacant land between them, he stated, "[The] thing that impresses one in going over the city is its enormous area in proportion to its population.... I would go through a section all built up with neat little homes ... and then come to a great tract absolutely unimproved and very unsightly looking, full of stumps and holes and covering many acres. I found this to be true all over the city.... The city really was like an octopus spread out over the country with only the feelers of the octopus improved and the rest bare." (Auerbach, Aug. 18, 1906)

Aurbach gave a general impression of Seattle neighborhoods: "The chief fault I have to find with the town is the raw bare look. I miss the elm-shaded streets of the suburbs of Boston and the

gardens & lawns. It is the exception to see (except on 5 or six streets) any attempt at flower gardens or vines & it is a shock to get out of the city & see no meadows & cozy farms. I have talked to a number of Easterners who live here & they say they never got used to it.” (Auerbach, Aug. 27, 1906) He goes on to write about residential areas near downtown: “Most of the houses are cheap affairs now, running from \$1000 to \$2800 in value ...” (Auerbach, Aug. 22, 1906) Concerning residential areas farther away, he stated, “Land is so cheap in the outskirts and can be paid from on the instalment [sic] plan, & houses of three rooms can be put up ... with wood foundations for about \$400 also payable on the instalment [sic] plan ... The houses are pretty measly looking but at least they have ground around them & there is fresh air for the children.” (Auerbach, Aug. 27, 1906)

## **Housing Styles & Alterations**

### **First Styles**

In the early 1850s, Seattle’s first immigrants along Elliott Bay and the Duwamish River constructed log cabins to reside in. The brief log cabin era lasted from fall 1851 until spring 1853 when the Yesler steam driven sawmill started cutting the first lumber for prospective homemakers. Carpenters and homebuilders immediately chose Yesler’s lumber over hand hewn logs as the main material for their homes. Arthur Denny recalled that when the sawmill “began to cut lumber we built frame houses and vacated our log cabins as speedily as possible.” (Denny, Pioneer Days on Puget Sound) By January 1856, during the Indian uprising, almost all of the remaining log cabins near Seattle, went up in flames and within 10 years the last, of the downtown log houses, were torn down. In the decades that followed, a few log cabins were built, such as the Alki Homestead Restaurant building (1903) in West Seattle, and the David Denny log cabin (ca 1890) at the foot of Queen Anne Hill (now located in Federal Way).

New residents built balloon frame houses with Yesler’s lumber. Well into the 20<sup>th</sup> Century, although the source of the milled logs would change, carpenters used the balloon frame technique to

construct practically all Seattle residences. Through the first decade of the 20<sup>th</sup> Century, plain unadorned houses and cottages were built throughout Seattle's neighborhoods. They usually built one to two story gabled houses with clapboard or board and batten siding and cedar shake roofs. Most of these pioneer homes had little, if any, architectural ornament and, if painted, the houses were almost always white. The earliest known Seattle house that is still standing, apparently was built by David Maynard circa 1858 or 1859 (altered), and is located near Alki Point.

After the first pioneer homes were constructed, some Seattle houses were built in the Gothic Revival style. In the 1860s and 1870s, Seattle carpenters built Gothic homes with steep gable roofs, narrow dormers, and usually vertical board and batten siding. No Gothic style homes from this period are known to exist.

Through 1905, except for some of Seattle's most expensive homes, architects completed few individual designs of residences. From the 1850s through the 1870s, carpenters and homeowners probably designed most residences in Seattle. Carpenters learned basic house design, while apprenticing and learning their trade, and/or used carpenter books that provided ornamental conventions. By the early 1880s, books and periodicals with house plans were widely distributed nationally to architects, carpenters, and prospective new homeowners. According to architectural historian Daniel Reiff, by the turn of the century, "the demand for catalogs from which one could order house plans seems to have been insatiable." (Reiff, p. 149) There were likely thousands, of early Seattle homes, built using these published designs or with designs that contractor-builders acquired and used again and again.

## Queen Anne and other Victorian Styles

Beginning in the late 1870s, Seattle carpenters started to build Italianate style homes. The 1882 Ward House represents this style and is Seattle's second oldest known building (originally located at Boren Avenue and Pike Street). For the next two decades, following the completion of the Ward House, Victorian style architecture dominated Seattle's residences.

Starting in the mid-1880s Seattle's wealthy built elaborate Queen Anne style residences painted in earth tone colors, on First Hill and on the lower slopes of the style's namesake, Queen Anne Hill. Middle-class families constructed vernacular and popular forms of this style throughout the city. Along with Queen Anne houses, other Victorian styles constructed in Seattle included the Italian Villa, Second Empire, and Stick. A few years later, (ca. 1895-1898), Kirtland Cutter designed Seattle's earliest known Shingle Style residence for Charles E. Shepherd on the soon to be named Capitol Hill.

## The Modern House Appears

About the turn of the century, fewer elaborately ornamented Victorian styles were constructed, and other styles started to appear. By about 1905, Seattle builders completed the last Queen Anne style houses and the Classic Box house style started dominating some neighborhood cityscapes.

Revival styles. Beginning about 1900 there was a renewed interest in traditional house styles. These styles included Colonial Revival, Classic Revival, and Tudor Revival.

Classic Box Style. The Classic Box is a foursquare house type. The foursquare became popular nationally in the 1890s but few existed in Seattle until about 1901. Fred L. Fehren was one of the earliest, if not the first, Seattle architect to popularize the foursquare. Fehren claimed credit for introducing the Classic Box, a style he called the "Spanish Colonial," to Seattle in 1900 or 1901. By the late summer of 1905, Fehren claimed his firm built, apparently in the Seattle area, more than 700 of these houses. The same year, to promote the style, Fehren published a house plan book titled "Architectural Book of Spanish Colonial Designs." This marked the beginning of the style's most popular decade.

Fehren apparently was the first foursquare house designer to include, usually on the second floor, corner bay windows. If he was not the first, he popularized the style. An August 1905 issue of *The Coast*, published in Seattle, included an article about the Fehren foursquares. The article stated, "One of the attractive features of this style of house is the square box windows, which are frequently

used on upper and lower floors, which not only give a decided natty appearance on the exterior, but creates a large commodious window seat in the room that is most pleasing and yet leaves the room square.” In about 1975, local architects called this foursquare house style the Classic Box or Seattle Box.

Western Stick Style. About 1890 architects in California designed the first Western Stick style homes with overhanging low-pitched roofs and stick-like roof rafters. The style is similar to the Craftsman Bungalows. It is unknown when this style arrived in Seattle.

Craftsman Bungalow Style. In 1905, both the bungalow house type and the Craftsman style house probably existed in Seattle. But it was after 1905, that the popular Craftsman Bungalow was built in Seattle. The Craftsman style dwelling came to the Puget Sound area about 1900. In 1904, Ellsworth Storey designed two Craftsman houses in the Denny-Blaine neighborhood. The bungalow house type, essentially a cottage or small house with a low-pitched gable or hipped roof, was originally considered a summer house. The July 7, 1902 issue of *The Daily Bulletin* (Seattle) gives the first mention in Seattle of the bungalow dwelling and states that the “new style is called the Bungalow” and had existed nationally for “the last few years.” The article went on to say, “It is exceedingly interesting for summer houses...” but that since it is “made rambling and low ... [it] is not practical where land is at a premium.”

It wasn't until about 1906 that the bungalow was first considered as a year round residence when an article was published in *The Craftsman* titled “Possibilities of the Bungalow as a Permanent Dwelling.” On March 10, 1906, the Seattle publication *Pacific Builder and Engineer* announced the construction of a “4 room bungalow of J. Warren Upper in East Seattle” for \$1000 which apparently served as a year round residence. A month later the same publication described a bungalow house designed by Knapp and West.

Prairie Style. First designed by Frank Lloyd Wright about 1900, the style appeared in Seattle in 1908. That year Andrew Willatzen, who headed Kirtland Cutter's Seattle office, designed C. H. Clarke's Prairie Style house in the Highlands, located just north of Seattle.



## Early Buildings Age: Decades of Changes

Since 1905, many changes occurred to the city's neighborhoods and the residences in them. To get an understanding of the changes, I sampled a portion of a Fremont neighborhood subdivision. Using the 1905 King County Assessment Rolls, I compiled a list of 171 buildings, in the Denny and Hoyt Addition with an assessed value of at least \$150. Not included were 23 residences that were removed when the Aurora Bridge was constructed. I compared the assessment roll list with the Property Record cards and photographs that the King County Assessors Office compiled and updated from 1937 to ca 1972. Following is a summary of the changes and demise of buildings during this period. It is unknown if this plat is a representative sampling of the city as a whole but it does give a sense of the changes that occurred to buildings during this period.

Of the 171 buildings existing in 1905: by 1971 65 buildings (38%) were torn down; from 1906 to 1941, approximately 27 buildings (16%) were remodeled; from 1945 to 1971, 58 buildings (34%) were remodeled (including 45 in the 1950s); leaving, in 1971, 21 buildings (12%) unaltered or with minor changes to the façade.

By the end of 1905, an estimate of about 25,000 to 28,000 residences existed within the present (2001) city limits of Seattle. A significant number were destroyed as the downtown commercial and business core expanded north of Yesler Way to Mercer Street and east towards Broadway. Many residential buildings were also lost to expanding neighborhood commercial areas. Thousands of residences were razed to make way for public works projects such as regrades, road widening, public and private schools and universities, major highway projects like Aurora and I-5, waterway projects like Lake Washington Ship Canal and straightening Duwamish River, and other projects like the Century 21 World's Fair and Northgate Mall. Some residences were poorly maintained, too small, or burned down and were replaced.

Before 1906, most average-sized houses lacked basements. One of the reasons was that residential builders did not use concrete for foundations and basements until after 1910. Before that,

they constructed foundations with either bricks or lumber. Due to rotting, the lifetime of houses built with wooden foundations was shorter than houses that used other materials for their foundations. After the use of concrete became widespread, about three-quarters of the houses had basements.

The automobile necessitated the first significant remodel to early Seattle homes. By 1905, few automobiles existed in Seattle. On December 23, 1904, a survey of vehicles crossing 2<sup>nd</sup> Avenue and Pike Street counted 3,959, of which, just 14 were automobiles and the rest were horse drawn. One year later, Seattle automobile owners registered 170 motor vehicles. By the teens, with the assembly line production of the Ford Model T automobile, the city's middle class could afford automobiles. In 1920, Seattle drivers registered about 50,000 motor vehicles. Initially auto owners constructed some unattached garages near their residences to store them, but by about the end of World War I, they started converting some portions of houses, with basements, into garages.

Depending on the needs of growing families or new owners, almost every year some homeowners would remodel their homes. Before World War II, homeowners remodeled relatively few homes, probably because of their age in the 1920s, lack of funds through the depression of the 1930s, and lack of material during World War II. After the war and especially during the 1950s, a great deal of house remodeling occurred. To the exterior, owners enclosed and replaced porches, added dormers, replaced and enlarged windows, added new siding over old, etc.

## **Appendix I**

### **Early Neighborhood Building Resource Survey**

#### Methodology of Preliminary Research and Windshield Survey

##### SELECTING SURVEY AREAS

- Identify region or neighborhood to conduct survey.
- Become familiar with early history (pre ca. 1920) of the selected neighborhood(s). Contact neighborhood historical societies and other individuals and organizations knowledgeable about neighborhood history and early buildings.
- Examine real estate atlases and Sanborn Fire Insurance maps to identify concentrations of early neighborhood buildings.
- In consultation with Historic Preservation staff, identify specific areas to survey ranging from entire neighborhoods to specific streets. Note survey area on GIS maps.
- Depending on the size of the survey area and the density of early buildings, conduct initial research based on Section-Township-Range grid or by plat and block numbers.

##### PRELIMINARY RESEARCH

- Within survey area, print GIS list of buildings constructed no later than 1906. The building list is in numerical order according to King County Assessor parcel number.
- Identify early buildings that are thoroughly described in neighborhood historic resource surveys, theses, and other sources, or proposed and/or nominated as landmarks, and eliminate them from this survey. In addition, buildings within Historic Districts are eliminated from this survey. Early buildings listed in: city wide surveys, architectural tours, books, theses, etc. with incomplete descriptions are identified and noted for further research.
- Examine King County Assessor Property Record Cards and photographs (1937-1972) and eliminate from GIS list those buildings with significant alterations (see criteria standards given below). Included in list of eliminated buildings is parcel number, address, and a very brief statement of why building is eliminated. Eliminated buildings are noted on GIS map.
- For buildings not eliminated, a photocopy is made of front page of Property Record Card and blowup of 1937 photograph.

- Examine King County Assessor Folios and photographs (1972-2000). Eliminate from GIS list buildings with significant alterations, add those buildings to eliminated buildings list, and note them on GIS map.
- The buildings remaining on the GIS list identifies buildings for the Windshield Survey.

#### WINDSHIELD SURVEY

- Using Windshield Survey list, an on site examination of early buildings is conducted. Buildings significantly altered are eliminated, added to eliminated buildings list, and noted on GIS map.
- Buildings with minimal or no alterations are described on fill-in-the-blank survey forms and at least one digital or 35 mm photograph is taken of the building. (Note: to be determined -- whether 35mm or digital camera shall be used.)

### Criteria for Selecting Early Neighborhood Buildings for Windshield Survey Form Descriptions

Within the city limits of Seattle, identify early buildings in neighborhoods constructed no later than 1905. From the group of early neighborhood buildings, the criteria noted below are used to select buildings for the Windshield Survey description. The criteria may be revised as the building survey progresses. For the entire city, an estimated 500 Windshield Survey forms will be completed (100 of these will be selected for further research for Inventory forms).

The focus of the early neighborhood building survey is to identify buildings meeting basic integrity standards noted below. In addition, in the process of conducting the early building survey,

All unattached buildings are considered separately. Unattached buildings include guesthouses, storage buildings, barns converted into garages, and etc.

The following integrity standards are used to determine which early neighborhood buildings to complete Windshield surveys forms and photograph.

- All unaltered buildings.

#### Acceptable alterations

- New siding.
- Replaced windows (note on survey form if original surrounds are present).
- Replaced roof shingles.
- Replaced doors.
- Sympathetic alterations to building style and architectural details (note alterations on survey form).

#### Other Early Neighborhood Buildings Selected

Unique or unusual building styles and types, even if some alterations are considered unacceptable (see below for unacceptable alterations).

Groups of adjoining early neighborhood buildings are noted.

Buildings with historical or cultural significance to the city or region are noted.

If identified, Territorial buildings (constructed prior to 1890) are noted.

If the following alterations have occurred, Windshield survey forms are not completed for the following buildings (except as noted above):

#### Unacceptable alterations

- New, enclosed, or eliminated porches.
- New dormers.
- Additional or eliminated windows.
- Altered window size.
- Significant changes to architectural details.
- Attached garage additions.
- New basement and other building additions.

#### Inventory Forms

From the 500 Windshield Survey forms, 100 buildings are selected for further research for Inventory forms.

## Appendix II

### HISTORIC RESOURCE SURVEYS & ARCHITECTURE TOURS

#### CITY WIDE OR REGIONAL SURVEYS & TOURS

Historic Seattle Preservation and Development Authority. *An Urban Resource Inventory for Seattle* (Seattle: Historic Seattle Preservation and Development Authority, 1975-1977)

The Urban Resource Inventory is a sketchy survey of sixteen Seattle residential and commercial areas. Individual map for each area noting buildings “Significant to the city” and “Significant to the community.” The maps also highlight significant “Building group[s].”

Includes the following surveys:

Alki/Admiral,

Ballard (South of 65<sup>th</sup> and west of 9<sup>th</sup> Ave NW),

Capitol Hill,

Central Area,

Denny Regrade,

Eastlake/Cascade,

First Hill,

Fremont (west of Aurora Ave N and south of 45<sup>th</sup>/50<sup>th</sup> east of 9<sup>th</sup> Ave NW),

Green Lake (north of 50<sup>th</sup>, east of Greenwood Ave N, south of 85<sup>th</sup> St, west of Freeway),

International District,

Madrona, Leschi and Madison Park,

Montlake,

Mount Baker (south of I-90, east of 28<sup>th</sup> Ave S, north of S Charlestown, west of Lake Washington),

Queen Anne,

University District (east of I-5, south of Ravenna Blvd/park, west of 25<sup>th</sup> Ave NE),

Wallingford (south of NE 56<sup>th</sup> Street, west of I-5, east of Aurora Ave, north of Lake Union)

Seattle City Inventory, 1979. (conducted by Flo Lentz and Mark Peckham)

NOTE: Windshield survey of entire city organized by neighborhood. Survey forms are located at the offices of the City of Seattle Department of Neighborhoods.

Official City of Seattle Landmarks (Not Including Historic or Landmark Districts) (Seattle, 1996)

*Central Link Light Rail Transit Project -- Seattle, Tukwila, and SeaTac, Washington. Final Technical Report, Historic and Prehistoric Archaeological Sites, Historic Resources, Native American Traditional Cultural Properties, Paleontological Sites.* Prepared by Courtois & Associates and CH2M Hill, Inc. (Seattle: Central Puget Sound Regional Transit Authority, 1999)

Seattle Architectural Foundation Tours

Central Area, First Hill, Capitol Hill (apartments), Denny-Blaine, Fremont, North Capitol Hill (south and east of Volunteer Park), Roanoke Park, Montlake, Mt. Baker, Upper Queen Anne, Ravenna bungalows, Wallingford bungalows, West Seattle

Tours based on historic districts

Harvard-Belmont, International District, Columbia City, Ballard

#### NEIGHBORHOOD BUILDING SURVEYS

Note: Survey forms of the following neighborhoods are located at the offices of the City of Seattle Department of Neighborhoods: Central Area, Fremont, Georgetown, and South Park.

*Central District Historical and Cultural Resources* (Seattle: Historic Seattle Preservation and Development Authority, 1995)

*Survey Report: Central and South Park* (Seattle: City of Seattle Office of Urban Conservation for Washington State Office of Archaeology & Historic Preservation, 1991)  
Central District Survey, 1991 and South Park Survey, 1991. (conducted by Marilyn Sullivan)

Tobin, Caroline C., *Historical Survey and Planning Study of Fremont's Commercial Area* (Seattle: Fremont Neighborhood Council, 1991) (UW Spec Coll)

*Historic Property Survey Report: Georgetown (Seattle, Washington)*. Prepared by Katheryn H. Krafft & Cathy Wickwire. (Seattle: City of Seattle Department of Neighborhoods & Washington State Office of Archaeology & Historic Preservation, 1997)

Hinderey, Michael. *The Columbia City Landmark District* (Seattle Dept of Community Development 1979)

First Hill Thematic Residential Nomination Form (N & W portions) 150 pp. Consists chiefly of nomination forms for the National Register of Historic Places Inventory 1980 (UW Spec Coll)

#### BOOKS & THESIS LISTING EARLY SEATTLE RESIDENCES

Crowley, Walt. *National Trust Guide: Seattle. America's Guide for Architecture and History Travelers* (New York: Preservation Press, John Wiley & Sons, 1998)

Guard, James L. "The Preservation and Rehabilitation of Victorian Homes in Seattle in Particular Queen Anne and Shingle Styles." (Seattle: University of Washington, Master of Architecture, 1975)  
List of over 90 Shingle and Queen Anne residences in Seattle (pages 92, 185-190).

McAlester, Virginia and Lee. *A Field Guide to America's Historic Neighborhoods and Museum Houses: The Western States* (New York: Alfred A. Knopf, 1998)  
Brief architectural overviews and a few selected homes in the Capitol Hill, Washington Park, Queen Anne Hill, and Mount Baker neighborhoods (pages 667-675).

Ochsner, Jeffrey Karl (ed.). *Shaping Seattle Architecture: A Historical Guide to the Architects* (Seattle: University of Washington Press, 1994)

Rosenberg, Casey. *Street car Suburb: Architectural Roots of a Seattle Neighborhood* (Seattle?: 1989)  
List of 17 residences from 1906 and before in the Capitol Hill neighborhood (pages 15-36).

Woodbridge, Sally. *A Guide to Architecture in Washington State* (Seattle: University of Washington Press, 1980)

## Appendix III

### INITIAL RESEARCH

#### King County Assessment Rolls (1891-1941)

King County Assessment Rolls provide information on owner and assessed valuation of every parcel of land in King County. Assessment rolls, organized by legal description, are available about every fifth year for the period 1891 to 1941 (1891, 1895, 1900, 1905, etc). For each parcel, two assessments are listed; one assessment for the land and one for the total assessment of all structures on the land. The assessment rolls do not include any information on the number of structures, type(s) of structures, and location(s) of structures on the property. The Assessment Rolls are located at Puget Sound Regional Branch of the Washington State Archives, Bellevue, Washington.

#### King County Department of Assessments Property Record Cards and Photos (1937-1972)

King County Department of Assessments Property Records Cards document all structures on property throughout King County for the period 1937 to 1972. From 1937 to 1941, the Department of Assessments conducted a countywide survey to identify every parcel of land and any structures and other improvements on the land. The 1937-1941 survey included a typed description of the main features of the building including an estimated construction date, and perhaps a sketch of the building footprint. As part of the survey, the Assessor's Office photographed any significant buildings including dwellings, substantial garages, barns, and other unattached buildings. During the years 1937 to 1972, any significant building remodeling, additions, and razing were noted in ink on the Property Record Cards. If changes occurred to the exterior of the building, the Assessor's Office likely took additional photographs. These records provide excellent documentation of changes to building exteriors during those years. The Property Record Card construction dates should be considered estimates and need verification using other sources. The Property Record Cards are organized by King County Assessors Parcel Account Number or by short legal description. The collection is located at Puget Sound Regional Branch of the Washington State Archives, Bellevue.

#### King County Department of Assessments Folios and Photographs (1972-2001)

The King County Department of Assessments Folios document parcels and structures from 1972 through 2001. They are a continuation of the Property Record Cards. During this period, if there were significant changes to the exterior, the Assessors Office usually photographed buildings. The Property Folios are organized into two groups; Commercial Property and Residential Property. Each group is organized by Folio Number and then by Parcel Account Number. To view folios, contact the Assessor's Office in the King County Administration Building

#### Bird's Eye Views of Seattle (1878-1891) and McKee's Road Map (1894)

Bird's eye views are excellent sources to understand the extent of residential development in Seattle. The views include sketches of most commercial buildings and significant neighborhood dwellings. Bird's eye views are not drawn to a consistent scale and some topographical features are minimized.

Glover, E. S. (1878), *Bird's Eye View of the City of Seattle, Puget Sound, Washington Territory 1878* (Portland, OR: A. L. Bancroft & Co, 1878)

NOTES: Residences located between Mill Street [Yesler Way] and Pine Street east to about 8<sup>th</sup> Avenue. About 50 buildings located between 1 block north of Seneca Street to Cedar Street.



Wellge, H[enry] (1884), *Bird's Eye View of the City of Seattle, W.T., Puget Sound, county seat of King County* (Madison, Wisconsin: J. J. Stoner, 1884)

NOTES: Residences located between Mill Street [Yesler Way] and Pine Street east to about 13<sup>th</sup> Avenue [check it]; Seneca Street to Mercer Street; southeast side of Queen Anne Hill; beginning of development just south of Lake Union.

Koch, Augustus (1891), *Birds-eye-view of Seattle and Environs, King County, Wash. 1891* (Chicago, IL: Hughes Litho Co, 1891)

NOTES: Residences located between Yesler Way and Pine Street east to Broadway; lower slopes of Queen Anne Hill. Residential development is beginning on top of Queen Anne Hill; within three to five blocks of Yesler-Jackson Street streetcar line; near Madison Street. Residential areas are in the following suburbs: Ballard, Fremont, Latona, Yesler (Laurelhurst), and West Seattle near Duwamish Head.

McKee, Redick H., *McKee's correct road map of Seattle and vicinity, Washington, U.S.A. 1894* (Seattle : Lowman & Hanford, Litho., c1894)

Map locates "principal dwellings" and concentrations of residential development. It also shows main roads, railroad lines, and streetcar lines.

#### Sanborn Fire Insurance Atlases of Seattle (1884-1919)

From 1884 to 1905, there were four editions of Sanborn Insurance Atlases of Seattle. Sanborn fire insurance maps show the footprints of main residential and commercial buildings and most outbuildings, building address, number of floors, construction material, and building use. Sanborn maps, also show the building's distance, to the street and nearby buildings. The maps delineate buildings, in Seattle's developed areas, and the maps do not show buildings in relatively undeveloped areas. Each new edition of the Sanborn Atlases covered a larger geographic area. Located on microfilm at University of Washington Libraries, Newspapers and Microforms (Reel A7766) and at Seattle Public Library.

1884 Sanborn Map & Publishing Co., *Seattle, W. T. July 1884* (New York, NY: Sanborn Map & Publishing Co, 1884)

1888 Sanborn Map & Publishing Co., *Seattle, Wash. Ter. 1888* (New York, NY: Sanborn Map & Publishing Co., Limited, 1888)

1893 Sanborn-Perris Map Co., *Seattle, Washington 1893* (New York, Sanborn-Perris Map Co, Limited, 1893)

1904-05 Sanborn Map Company, *Insurance Maps of Seattle, Washington 1904-[1905]* (New York, NY: Sanborn Map Company, 1904-1905)

1916-19 Sanborn Map Company, *Insurance Maps of Seattle, Washington 1916-[1917]* (New York, NY: Sanborn Map Company, 1916-1919)

### Real Estate Maps (1905-1936)

#### BAIST REAL ESTATE ATLASES (1905-1912)

The Baist real estate maps show plats, street names, and poorly delineated footprints of all significant residential and commercial buildings. They also locate streetcar routes. Atlas includes an index to street names and plats. The 1908 atlas covers areas annexed to Seattle in 1907 and 1912 atlas covers areas annexed to Seattle in 1910.

1905 Baist, George William. *Baist's Real Estate Atlas of Surveys of Seattle, Wash.* Complete in one volume. Compiled and published from official records, private plans and actual surveys. (Philadelphia, G. Wm. Baist, 1905). Atlas covers approximately north to 65<sup>th</sup> Street, except to 85<sup>th</sup> Street near Green Lake, and south to Hanford Street.

1908 Baist, George William. *Baist's Real Estate Atlas of Surveys of Seattle, Wash.* Complete in one volume. Compiled and published from official records, private plans, actual surveys (Philadelphia, G. Wm. Baist, Publisher, 1908). Atlas covers approximately north to 85<sup>th</sup> Street and south to Roxbury Street.

1912 Baist, George William. *Baist's Real Estate Atlas of Surveys of Seattle, Wash.* Complete in one volume. Compiled and published from official records, private plans and actual surveys. (Philadelphia, G. Wm. Baist, Publisher, 1912). Atlas covers approximately the area north to 85<sup>th</sup> Street and south to Roxbury Street.

#### KROLL MAP COMPANY

Kroll real estate maps show plats, street names, and poorly delineated footprints of all significant buildings. Index to street names and plats included. About 1931 Kroll Map Company issued a North Seattle Atlas, the earliest real estate atlas, with building footprints, that incorporates the area from N 85<sup>th</sup> to N 145<sup>th</sup> streets.

1912 Kroll Map Company, Inc. *Kroll's Atlas of Seattle, Washington* (Seattle: Kroll Map Co., c1912). Updated and reissued ca. 1920, ca. 1928, and later editions.

1931 Kroll Map Company, Inc. *The Kroll Atlas of Seattle: North End Supplement* (Seattle: Kroll Map Company, Inc., ca 1930). Updated and reissued ca. 1951, ca 1955, ca 1964.

1926 Metsker, Chas F. *Atlas of King County, Washington* (Tacoma: Chas F. Metsker, 1926). Updated and reissued 1936. King County Atlases do not delineate buildings.

1936 Kroll Map Company. *Atlas of King County, Washington* (Seattle: Kroll Map Company, 1912). Updated and reissued 1926, 1936. King County Atlases do not delineate buildings.

#### WASHINGTON BLUE PRINT COMPANY

Washington Blue Print maps give street names and locations of plats, but they do not show building locations.

1905 Washington Map & Blue Print Co. *Sectional Atlas of the City of Seattle, Washington* (Seattle: Washington Map & Blue Print Co., 1905)

1907 Washington Map & Blue Print Co. *Sectional Atlas of the City of Seattle, Washington, 1907* (Seattle: Washington Map & Blue Print Co., 1907)

## Appendix IV

### SOURCES FOR RESEARCHING INVENTORY SURVEY

Seattle Design, Construction, and Land Use (aka DCLU), "Building Permits" (1895 - present).  
Located at DCLU Microfilm Library.

City of Seattle building permits are limited to those buildings that were within the city limits when they were constructed. Depending on when the building permits were issued, and if they were filled out completely, they include information on property owner, architect, builder, building size, estimated building value, and date permit was issued. Building permits issued before 1906, do not note when and if building was completed. The building permits, if indexed, are organized by address.

#### Building plans

Building plans prior to 1906, are practically nonexistent. If any exist, they are indexed by address at City of Seattle DCLU and by date or architect at University of Washington Special Collections.

#### US Census 1900, 1910

List occupants of dwellings. Dwellings are grouped by precinct and some dwellings have addresses.

#### Seattle Directories

RL Polk and Company

1889 Seattle (includes King County section name/town)

1890 Seattle plus Ballard pp. 757-775

1891 Seattle plus Ballard pp. 869-898

1892 Seattle plus Ballard pp. 844-872 and King County section (name/town) pp 921-936T

1893 Seattle plus Ballard pp. 971-1018

1894/5 Seattle only

1895/6 Seattle only

1897 Seattle only

1898 Seattle only

1899 Seattle only

1900 Seattle only

1901 Seattle only

1902 Seattle only

1903 Seattle only

1904 Seattle plus Ballard pp. 1179-1247

1905 Seattle plus Ballard pp. 1309-1388 Seattle population June 1905 160,000 p 14

1906 Seattle plus Ballard pp. 1249-1315

1907 Seattle plus Ballard pp. 1249-1316

1908 Seattle only

#### Historical Photography

Aerial Photography 1936

## PERIODICALS

*Pacific Record/Pacific Builder and Engineer* 1903- (SPL Art Dept indexed)

*The Daily Bulletin/Daily Journal of Commerce* (various names) 1893-

*Western Architect* 1905- (located at UW AUP Library)

*American Architect and Building News* (illustrations of Seattle Buildings in the 1890s)

*Northwestern Architect* (Minneapolis) (Illustrations and Seattle Building Intelligence).

*House Beautiful*

*House and Garden*

*American Homes and Gardens*

*Horticulture*

*Sunset*

*Puget Soundings*

## OTHER BOOKS

*Preservation of the Vernacular Environment* by Gail Lee Dubrow and Neile Graham 2 vols ca 1995 Seattle, Preservation Planning and Design Program (UW AUP Closed Stacks NA108.S4 P7 1995)

King County Cultural Resources, "King County Historical Paper No. 6, Seattle Neighborhood History" (Compiled by Charles Peyton) (Seattle: King County Cultural Resources, updated regularly)

King County Recorders Office, "Plat Index Report, Volume/Page Sequence" Computer printout, King County Recorders Office, 1997

Moore, N. H. *A Corrected and Compared List of Titles to All Plats Filed in King County, Washington, as they Appear of Record on the Plat Books of said County* (Seattle: E. Y. Jeffery, ca 1914)

Historic Seattle Preservation and Development Authority. *A Visual Inventory of Buildings & Urban Design Resources for Seattle Washington*. Consultants Folke Nyberg and Victor Steinbrueck (UW Spec Col Ref and AUP Ref both NA735.S45 H57 1975)

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Croly, Herbert, "The Building of Seattle: A City of Great Architectural Promise" *The Architectural Record*, Vol. 32 No. 1 (July, 1912)

Doherty, Erin, "Jud Yoho and The Craftsman Bungalow Company: Assessing the Value of the Common House" (Seattle: University of Washington, Master thesis, 1997)

Garth, Thomas R, Jr., "Early Architecture in the Northwest" *The Pacific Northwest Quarterly*, Vol. 38 #3 (July 1947) p. 215-232 (pre 1860 dwellings)

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